BY ORDER OF THE COMMANDER
FAIRCHILD AIR FORCE BASE

AIR FORCE INSTRUCTION 21-101

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Supplement

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Maintenance

AIRCRAFT AND EQUIPMENT MAINTENANCE MANAGEMENT

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AFI21-101, dated 26 July 2010 is supplemented as follows: *This publication implements Fairchild AFB policy by supplementing specific processes and procedures that are unique to Fairchild AFB. This publication applies to all military and civilian personnel assigned to the 92d Air Refueling Wing (ARW), except where otherwise noted. This publication applies to the 141st Air Refueling Wing.* Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW the Air Force (AF) Records Disposition Schedule located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using AF Form 847, *Recommendation for Change of Publication;* route AF Form 847 from the field through the appropriate functional chain of command.

2.13. For local Lockout/Tagout procedures, work center surveys will be developed in conjunction with the Squadron Safety Non-Commissioned Officer (NCO), documenting the exact location of shop equipment and steps required for isolating the energy source to each piece of powered equipment.

2.13.1. **(Added)** Each requiring work center will have a lockout and tagout program that will contain the work center equipment survey, record of self-inspections, record of annual ground safety inspections, and the lockout and tagout steps for each power source type.

2.13.2. **(Added)** When new equipment is received by a work center, lockout/tagout procedures will be established for this equipment before it is put into use.

2.13.3. **(Added)** A log will be used to control the lockout devices and to document the person who applies the lock and who removes the lock, to include the date and time. It will also indicate if a shift-transfer is required.

2.13.4. **(Added)** Initial training will be documented on the AF Form 55, *Employee Safety and Health Record*, and loaded into G081. Refresher training will be documented on each affected individual's G081 training.

3.4.1.6. See **Attachment 35** for Adverse Weather Procedures.

3.4.1.25. The MXG/CC will appoint a Wing Corrosion Manager and alternate with an AFSC of 2A773, 2A790, 2A600, or civilian equivalent experienced in corrosion prevention and repair to organize, direct and manage the Corrosion Control Program. Manager will work with MAJCOM Functional and AF Corrosion Program office to develop an effective Wing Corrosion Prevention and Control Program. Program will focus on weapon system technical data adherence and MAJCOM policy requirements. Manager will enforce local unit marking requirements, develop local aircraft paint and support equipment scoring procedures, and identify aircraft paint placards size, shape, information requirement.

3.4.1.61. Analysis will conduct a reconciliation meeting weekly to review all discrepancies to include CND and Repeat/Recurs.

3.4.1.61.1. **(Added)** Technicians will brief the shift Production Superintendent prior to clearing of CND, Repeat/Recur discrepancies.

3.4.1.73.3.8. For Hangar Door Training see **Attachment 26**. For Hangar Door Operations see**, Attachment 27, Attachment 28, Attachment 29 and Attachment 30.**

3.4.1.73.3.8.1. **(Added)** Personnel document initial and annual hangar door training on AF Form 55. Additionally, MXG personnel will document hangar door training in G081 using hangar training course codes. Tenant units will document training in appropriate Integrated Maintenance Data System. Course codes are; Hangar Awareness: SAFE 001100 and Hangar Operation Qualification Training: FCHD 000131.

4.5.1. AMXS Production Superintendent will ensure the following actions are accomplished before and during the periodic inspection process:

4.5.1.1. **(Added)** Aircraft will be external power capable, with left and right hydraulic systems operational.

4.5.1.2. **(Added)** Aircraft forms will be transcribed on the day of the wash for the wash preps to be accomplished.

4.5.1.3. **(Added)** If scheduling permits, aircraft will be available a minimum of 8 hours prior to scheduled periodic inspection wash (20 hours prior when temperatures are 40 degrees Fahrenheit or lower for periodic inspection personnel to conduct preparations to the aircraft for the wash).

4.5.1.4. **(Added)** 92d/141st AMXS will provide one qualified crew chief or civilian equivalent per operational shift, to work delayed discrepancies, component verification sheets, required cosmetic improvements and to assist with the -6WC inspection. To ensure continuity, an Active Duty/Air Reserve Component crew chief or civilian equivalent personnel assigned to the periodic inspection should also remain with the inspection aircraft until released back to AMXS.

4.5.1.5. **(Added)** Fuel load during a PE will be 80,000 lbs non-standard to facilitate Fuel Cell Body Cavity Pressure Check. Specific minimum quantities for body tanks will be: Forward Body = 9,500 Lbs, Aft Body = 10,500 Lbs and Upper Deck = 3,500 Lbs.

4.7.1.1. Debrief will record oil servicing data for each aircraft prior to forms completion. If used, debrief will collect and ensure correct information on the AFTO Form 782, **KC-135R In-Flight Data**, and they will load inspection packages. Notify the Pro Super upon aircraft forms completion. **Note:** Sorties that contain engine running crew change turns will be debriefed after the turn sortie.

4.7.2. Ensure completion of Air Mobility Command (AMC) Form 97, *AMC In-Flight Emergency and Unusual Occurrence Worksheet* for an IFE, and completion of AF Form 853, *Air Force Wildlife Strike Report* for aircraft bird strikes.

4.7.2.1. **(Added)** For wildlife strikes, debrief will load the appropriate foreign object damage inspection package of "Aircraft" or "Engine" into the G081 maintenance collection system. Make two copies, one for the Pro Super and one for debrief records. Forward or fax report to 92/141 AMXS Supervision, Wing Safety, and QA. Place original report at the front of the AFTO Form 781A, *Maintenance Discrepancy and Work Document* in the aircraft forms binder. For all wildlife strikes involving engines, provide a copy of wildlife strike report to Engine Management and Engine Tech representative.

4.7.14. Upon home station return FCCs will log fuel receipts and sign the front of the AF Form 664, *Aircraft Fuels Documentation Log*.

4.7.14.1. **(Added)** Notify the AMXS production supervisor and PS&D if a Low Altitude Operation (LOA) or Very Low Altitude Operation (VLOA) mission was performed as scheduled. Track LAO/VLAO data and number of hours flown for each aircraft as it applies.

4.7.14.2. **(Added)** In the event that the FDR is not operating properly, or is not operational, ensure AFTO Form 782,*KC-135R Inflight Data,* are completed for every flight.

4.9.7.3. Personnel qualified to remove and replace squibs will be loaded against G081 course codes: SAFE 538, *Explosive Safety Handling*, and ACFT 15, *Squib Removal/Replacement/Transport*. Prior to handling squibs, a pre-task safety briefing utilizing Fire Extinguisher Squibs Pre-Task Safety Briefing, Attachment 23, will be given by the task supervisor prior to all personnel directly involved the transportation, maintenance, installation, and removal of fire extinguisher squibs.

4.9.7.3.1. **(Added)** Old or expended squibs will be turned in to Munitions Flight Production Section (MFPS) within one duty day after removal from aircraft. Live cartridges removed to Facilitate Other Maintenance will be stored at MFPS.

4.9.7.3.2. **(Added)** The technician(s) will annotate new part and serial numbers, lot number, date of installation, and date of manufacture on the TCI verification sheet. The completed TCI verification sheet will be returned to the PS&D Section.

4.9.7.3.3. **(Added)** Reference FAIRCHILDAFBI 91-201 for additional transportation, handling, and emergency procedures.

5.3.1. MXS Production Superintendent will coordinate/review with Fuel Cell shift supervisor/lead technician and applicable technical data for safe concurrent maintenance.

5.5.4.1. Upon aircraft arrival at the repair facility, Fuel Systems technicians will confirm the preparation sheet **Attachment 34** is complied with. Aircraft forms and MIS will reflect the current status. A red diagonal entry will be made in the aircraft AFTO Form 781A and MIS stating: "Comply with fuel systems preparation sheet dated YYYYMMDD". The preparation sheet will show all defuel actions required as specified in applicable aircraft technical orders, and will be signed by the defuel operation supervisor.

5.5.4.2. Open fuel tank maintenance will be performed in hangars 1012, 1037 or stubs 25 and 46. Hangar 1012 is classified as an alternate fuel dock. Fuel transfer is authorized in hangars 1012 and 1037. All locations will be utilized as needed with coordination through MXS Production Superintendent and Fuel Systems Supervisor.

5.10.2. For Fairchild AFB local jacking operations see **Attachment 36.**

5.10.4.2. Ensure accomplishment of the following Periodic (PI) Inspection checks prior to wash.

5.10.4.2.1. **(Added)** PI Propulsion Section will perform an operational check of the Quick Start Auxiliary System (QSAS) to identify discrepancies to be worked during PI.

5.10.4.2.2. **(Added)** Aircraft boom and multi-point refueling pods (if applicable) will be drained and documented on the AFTO Form 781A.

5.10.4.2.3. **(Added)** Flaps will be in the down position.

5.10.4.2.4. **(Added)** I Propulsion Section will perform engine audible ignition check out.

5.10.4.2.5. **(Added)** MXS Electro/Environmental shop will check all oxygen regulators, and close primary oxygen rack shutoff valve and drain oxygen distribution manifold. To include, pressurize aircraft for fuel system's body cavity check.

5.10.4.2.6. **(Added)** Following the wash, the dock controller will brief maintenance personnel on assigned duties and responsibilities.

6.2.3.19.2.2. The EM will be notified immediately of unscheduled engine removals. Maintenance activity requesting the engine change will provide the discrepancy report stating all maintenance actions substantiating the engine change.

6.2.3.19.2.2.1. **(Added)** AMXS will appoint by memorandum a minimum of two technicians from both the 92/141 Propulsion Elements as Flight Data Recorder/Unit Engine Monitors and forward appointment letters to the EM.

6.2.3.19.2.2.2. **(Added)** AMXS will appoint by memorandum a minimum of two Instrument Flight Control Specialists from both the 92d/141st as points of contact and forward appointment letters to the EM.

6.2.6.16.2. When the system is expected down for extended periods of time, the G081 DBM Section will contact the 92d/141st MXG and the Mission Support Group Logistics Readiness Squadron Point of Contacts (MSG/LRS POCs).

6.2.6.16.5.10. **(Added)** Access to G081 is granted after an individual submits a completed automated DD Form 2875, System Authorization Access Request (SAAR) to the DBM Section.

6.2.6.16.5.11. **(Added)** The individual must deliver the Automated DD Form 2875 to the G081 DBM Section via email, digitally signed by a valid Common Access Card (CAC). When all requirements are validated, the DBM Section will issue a USERID, have the user establish a password, and perform an initial logon.

6.2.6.16.5.12. **(Added)** Personnel assigned to Fairchild AFB that access G081 must maintain an active "MAQS" USERID for the base code GJKZ.

6.2.6.16.5.13. **(Added)** Requests for additional access are submitted to the G081 DBM Section.

6.2.6.16.5.14. **(Added)** The G081 DBM Section strictly controls access to screens 9010, *Discrepancy Completion*, 9119, *Personnel Training Record* and 9006, *Process Requests for Supply* screens. Access is only granted with initial approval from the respective Non-Commissioned Officers In Charge (NCOICs) or civilian supervisors: MOC for 9010, UTM for 9119, and LRS for 9006.

6.2.6.16.6. Monthly DIT meetings are chaired by the Analysis Section. Emphasis is placed on common error types found throughout the month. It is the responsibility of all DIT members to brief their respective personnel on items discussed.

6.2.6.16.6.1. Run program 8063 (Last 7 days closed discrepancies, NO MDC), then reopen the NO MDC jobs via program 9017. Properly close all discrepancies with NO MDC.

7.2.1.3.2. PS&D will file the completed ADR **Attachment 20** checklist and GO81 documents in the aircraft jacket file. The old checklist and documents will be removed.

7.2.1.3.2.1. **(Added)** The AMXS will transcribe the forms prior to routing for document review. They will then route all applicable documents, aircraft forms, and GO81 documents review checklist. Upon completion, the reviewer will sign the DR paperwork, ensure the inspection is signed-off in the AFTO 781A, and update applicable GO81 information.

7.2.2.1.1. Additional attendees will include MXS Dock Controller, AMXS and MXS Production Superintendents, and 92d/141st appointed crew chiefs.

7.2.2.2.11. **(Added)** The 1500 hour fan blade inspection should be accomplished if time is within 100 hours due to prevent aircraft downtime from deployed location.

7.2.2.2.12. **(Added)** PI Propulsion Section should comply with 1,800-hour fuel filter replacement if remaining hours are 100 hours or less until scheduled time change, unless previously coordinated.

7.2.2.2.13. **(Added)** Review all documentation to ensure that all scheduled inspections HPO inspection, 1500-hour fan blade inspection, filters, TCTOs, etc.) are identified and completed in conjunction with the PI.

7.2.3. The PI Dock Controller will schedule post-dock for the day following the scheduled PE backline engine runs. Ensure that all shops requiring operational checks are scheduled and that

all operational checks are accomplished and/or documented prior to the PI Post-Dock. The date and time will be coordinated with MXS and AMXS Production Superintendents and PS&D.

7.2.3.2. Additional attendees will include Dock Controller, AMXS and MXS Production Superintendents, and 92d/141st assigned crew chief.

7.2.3.3.5. After flightline maintenance supervision agrees to accept aircraft, the Dock Controller will forward all PI documentation to the PS&D Section.

7.2.3.3.6. The AMXS Production Superintendent, and MXS Production Superintendent and PS&D will coordinate fuel cell maintenance following the PE. Fuel cell preparations will be completed by MXS Fuels System and PE personnel with coordinated assistance from AMXS. The MXS Fuels System personnel must provide a fuel prep sheet **(Attachment 34)** prior to PE completion so arrangements can be made prior to backlines.

7.2.5.2. The work center initiating the ETAR will initiate a draft ETAR request if warranted to include supporting pictures utilizing **Attachment 19.**

7.2.5.2.1. **(Added)** Email requests to the QA Office, **mxgqafairchild@us.af.mil**, along with all the pertinent information (photographs, drawings, etc.) needed for the maintenance assistance.

7.2.5.2.2. **(Added)**

7.2.5.2.3. **(Added)** If the ETAR request warrants a change in the technical guidance due to being repetitive, submit an AFTO Form 22, Technical Manual Change Recommendation and Reply.

7.2.5.2.4. **(Added)** PS& D will coordinate on ETAR requests with QA supervision. File formal response from depot-level authority in appropriate aircraft jacket file.

7.2.5.2.5. **(Added)** Upon disposition received by QA, PS&D will make the appropriate possession code change in the maintenance information system.

7.2.5.2.6. **(Added)** QA will submit requests in the TSC, Command 202, and forward submitted request to 92/141 MXG/CC/CD/CCC, PS&D, MOC, AMXS/MXA, MXS/MXM, **mxgqafairchild@us.af.mil** and the initiating work center.

7.2.5.2.7. **(Added)** Immediately upon receiving the engineer's response, "take" the disposition from the TSC Command 202, and forward to 92/141 MXG/CC/CD/CCC, PS&D, MOC, AMXS/MXA, MXS/MXM, **mxgqafairchild@us.af.mil** and the initiating work center.

7.2.5.2.8. **(Added)** Upon receiving the disposition from the engineer, QA must send it to the archive file in the TSC Command 202 after the disposition has been accomplished by the technicians.

7.2.7.6.1. 92d Munitions Flight Accountability Section is the single point of contact for squibs. PS&D Section personnel will coordinate pick-up times with them. PS&D will coordinate squib pick-up and delivery through the AMXS and MXS Production Superintendents for Electro/Environmental and Munitions Accountability Sections.

7.2.7.6.1.1. **(Added)** One day prior to the scheduled date, the daily scheduler will give a TCI verification sheet to the Production Superintendent at the daily production meeting. At that time, the scheduler will confirm pick up date and time.

7.2.7.6.1.2. **(Added)** PS&D will verify the completed work order in G081, then print and file it with a new TCI verification sheet in the aircraft jacket file.

7.2.9.3. PS&D will schedule the meeting at least five duty days to transfer**.** The transfer pre-dock meeting will cover these items:

7.2.9.3.1. **(Added)** The AMXS and MXS maintenance supervision will review delayed discrepancies and cancel all due-in from maintenance due-outs for delayed discrepancies that have not been shipped.

7.2.9.3.2. **(Added)** The AMXS will perform an initial inspection of the aircraft for condition and cleanliness. AMXS production supervisor will make a final inspection of the condition, cleanliness and dash 21 equipment of the aircraft.

7.2.9.3.3. **(Added)** QA weight and balance personnel will prepare the weight and balance book for transfer, ensuring accuracy and clarity.

7.2.9.3.4. **(Added)** Dash-21 will complete Aircraft/Missile Equipment Transfer/Shipping Listing **Attachment 31**. Any deviation from this inventory requires AMXS maintenance supervision approval.

7.2.9.3.5. **(Added)** PS&D will ensure the aircraft records are collected, placed in the jacket file, ready for the pilot's acceptance signature on the AFTO Form 290, *Aerospace Vehicle Delivery Receipt*.

7.2.9.3.6. **(Added)** The EM will provide PS&D with the engine records and turbine engine monitoring system files for inclusion in the aircraft jacket file.

7.2.9.3.7. **(Added)** The MXS Fuel Systems Section will provide PS&D with the fuel systems records for inclusion in the aircraft jacket file.

8.12.2.1.2. AMXS will report all discrepancies to include: historical data, TCTOs, dash 6 inspections, time change items, aircraft flying time updates, and any other pertinent data affecting aircraft records documentation. The AMXS will report these findings to the MXG PIM.

8.12.2.1.2.1. **(Added)** PIM will coordinate review of the report with 92/141 MXG/CC or designated representative prior to sending discrepancies to the losing unit, depot repair facility, and Head Quarter (HQ) AMC.

8.16.1.1. Fly OCFs when required by TO 1C-135-6 or when the 92/141 MXG/CC and/or maintenance supervision (in coordination with 92 OG/CC deem it necessary due to maintenance actions/repairs.

8.16.1.1.1. **(Added)** Once the determination is made that an OCF is required, 92/141 AMXS/MXS Supervision, PS&D, Ops Scheduling, Operations Group Standardization and Evaluation Office (OGV) and QA will coordinate and follow the same FCF procedures as outlined in paragraph 8.16.2.1. Exceptions are listed below:

8.16.1.1.2. **(Added)** Every effort will be made to notify appropriate agencies as soon as an OCF requirement is identified. If, due to a short-notice OCF requirement, OGV cannot be contacted for coordination, QA will coordinate with the 92/141 OG/CC or their designated representative.

8.16.1.1.3. **(Added)** When an OCF is requested, OGV will decide if a Stan/Eval (or other suitably qualified) aircrew should accomplish the OCF. OCFs flown to check primary aircraft systems as defined in TO 1-1-300 require an instructor pilot to be at a set of controls until the OCF portion of the flight has been completed. An instructor boom operator will accomplish OCFs required as a result of air refueling boom maintenance.

8.16.1.1.4. **(Added)** QA and OGV will develop appropriate checklist procedures based on their own expertise and maintenance specialist input.

8.16.1.1.5. **(Added)** OCF fuel load will be as dictated by OCF and mission requirements. OCFs flown to check primary aircraft systems as defined in TO 1-1-300 will be flown with a fuel load that allows an immediate landing in the event of a system malfunction.

8.16.1.1.6. **(Added)** OCFs may be flown in conjunction with a mission. OCFs flown to check primary aircraft systems will comply with the weather requirements for FCFs listed in TO 1-1-300. When the required operational checks have been successfully completed, there are no further specific weather requirements above and beyond normal existing guidance. Systems to be checked out will be verified operational prior to air refueling or touch and go landings.

8.16.2.1. The following procedures have been written for FCF.

8.16.2.1.1. **(Added) Production Superintendent will:**

8.16.2.1.2. **(Added)** Identify the FCF requirement and notify PS&D and QA.

8.16.2.1.3. **(Added)** Provide tail number and reason for FCF.

8.16.2.1.4. **(Added)** Ensure required personnel are available to meet with the FCF aircrew at the designated time and place for the FCF prior-to-flight aircrew briefing.

8.16.2.1.5. **(Added)** Ensure aircraft configuration/fuel load allows immediate landing capability after takeoff, and is adequate to complete the required profile and land with established fuel reserves. Coordination between the FCF pilot and QA will include fuel load determination.

8.16.2.1.6. **(Added)** PS&D will notify Operations Scheduling of FCF requirement, and they will provide them with tail number, and request a time and place for the FCF prior-to-flight aircrew briefing, recommended at Base Ops at takeoff time minus three hours. PS&D will notify QA with the time and location for the FCF prior-to-flight aircrew briefing.

8.16.2.1.7. **(Added)** QA will coordinate with OGV to determine FCF requirements, flight profile, fuel load and checklist procedures. Prepare **FairchildAFB Form 40**, ***Functional/Operational Check Flight Worksheet***.

8.16.2.1.8. **(Added) OGV will:**

8.16.2.1.8.1. **(Added)** Coordinate with QA, maintenance and operations to ensure an effective FCF/OCF program and actively promote safety and standardization in the unit FCF program.

8.16.2.1.8.2. **(Added)** Coordinate with QA to determine the appropriate flight profile, fuel load and checklist procedures to be used for the FCF.

8.16.2.1.8.3. **(Added)** Ensure the assigned crew is FCF qualified.

8.16.2.1.8.4. **(Added)** Coordinate with the 92/141 OG/CC to issue written certification on the AMC Form 41, designating the most qualified crew available when an FCF qualified crew is unavailable. The 92 OG/CC or their designated representative will sign the **AMC Form 41.**

8.16.2.1.8.5. **(Added)** Develop local FCF policies, procedures, in-flight profiles/procedures, and routes/areas used and coordinate them with QA. FCF crews will be trained through a program developed by 92/141 OG/OGV. Training should consist of the following:

8.16.2.1.8.6. **(Added)** Pilots will normally fly one or two sorties and boom operators either fly one sortie or attend a briefing.

8.16.2.1.4.7. **(Added)** Training should be conducted on applicable aircraft with required equipment IAW TO IC-135-6CF-1 Acceptance and/or Functional Check Flight Procedures Manual.

8.16.2.1.4.8. **(Added)** Two first time FCF pilots should not be scheduled together on actual FCF's.

8.16.2.1.4.9. **(Added)** All FCF-qualified crewmembers will be designated on a letter, updated quarterly, signed by the OG/CC and maintained by OGV. A current copy of the letter will be provided to QA.

8.16.2.1.4.10. **(Added)** FCFs should be conducted within designated check flight airspace of the base. It is preferred to use AR610B or AR717A. Applicable flight plans and charts are maintained by OGV.

8.16.2.1.4.11. **(Added)** Any FCF flown to check primary aircraft systems as defined in TO 1-1-300, the existing weather at the time of takeoff will allow an emergency return to the airfield in visual meteorological conditions.

8.16.2.1.5. **(Added) Operations Scheduling will:**

8.16.2.1.5.1. **(Added)** Coordinate with QA to determine FCF/OCF requirements.

8.16.2.1.5.2. **(Added)** Coordinate with OGV to determine aircrew requirements.

8.16.2.1.5.3. **(Added)** Schedule the FCF mission to include flight duration, fuel load and aircrew. Coordinate a time/location for the prior-to-flight aircrew briefing (normally Base Ops at takeoff minus three hours).

8.16.2.1.5.4. **(Added)** Annotate FCF required and prior-to-flight aircrew briefing time/location in the remarks of the schedule.

8.16.3.1. QA will meet with FCF aircrew at the scheduled time, and provide a copy of applicable portions of TO 1C-135-6CF-1 and TO 1C-135-6CL-1, 2 and 3 *Pilot Acceptance and/or Functional Check Flight* checklists to the aircrew (normally during mission planning at Base Ops).

8.16.3.1.1. **(Added)** Notify and ensure representatives (production supervisor or crew chief) from the owning organization are included in the FCF prior-to-flight aircrew briefing. Also notify the Wing Flight Safety Office of this briefing.

8.16.3.1.2. **(Added)** Brief and explain to the aircraft commander and aircrew the purpose of the FCF using Fairchild AFB Form 40. Discuss previous maintenance problems and discrepancies

corrected on the aircraft, system and/or equipment relating to the FCF. QA will file the completed Fairchild AFB Form 40 in the QA FCF/OCF continuity book.

8.18. The owning squadron will coordinate with QA and OGV for circumstances in which a high-speed taxi check is requested. Aircrews performing high-speed taxi checks will complete a takeoff/landing data card. For checklist see **Attachment 37.**

9.4.11. Squadron leadership will make a recommendation to impound aircraft or equipment to the Impoundment Authority when an impoundment is warranted.

9.6.2. MOC will then notify the: 92/141 MXG/CC, if not the Impoundment Authority, ARW Flight/Ground Safety, 92/141 MXG/MXQA, and the owning Squadron CC.

9.6.3. The Impoundment Official will use **Attachment 24 & Attachment 25**, *Impoundment Checklist* and coversheet as guide. In the event that the Impoundment Official is not readily available the owning Production Superintendent or equivalent will assume responsibility until relieved by Impoundment Official.

9.6.4.1. During the impoundment investigation, will ensure record of daily events and entry/departure of personnel using AMC Form 1030, *Events Log* or equivalent.

9.6.4.1.2. Will ensure the 92/141 MXG/CC, MOC and applicable squadrons receive updated status of impounded aircraft/equipment as impoundment progresses.

9.6.5.2. The 92/141 MOC will ensure G081 access for the impounded aircraft/ equipment is locked. Access will be given at the request of the Impoundment Official or equivalent.

9.6.7. Will ensure the Impoundment Team consists of one 7-level from each required specialty associated with the malfunction. If a 7-level is not available, the Impoundment Official will coordinate with Maintenance Supervision for the most qualified 5-level.

9.6.13.1. If an impoundment condition occurs when an aircraft is off-station, the 92/141 MXG/CC may designate the senior maintenance official or FCC to clear aircraft AFTO Form 781A. The senior maintenance official or FCC will:

9.6.13.1.1. **(Added)** Coordinate with the 618 AOC (TACC)/XOCL and advise the 92/141 MXG/CC of any condition(s) which led to impoundment of the aircraft.

9.6.13.1.2. **(Added)** Make progress reports to the MOC and 618 TACC/XOCL of all impoundment actions. MOC will relay information to the 92/141 MXG/CC.

9.6.13.1.3. **(Added)** Get the 92/141 MXG/CC's approval in writing prior to releasing the aircraft from impoundment.

9.6.13.1.4. **(Added)** Coordinate requirements through the MOC if a one-time flight is required.

10.2.1.2. Each flight or tool room will indicate, in writing, the interval in which its CTK inspections are conducted (no more than 120 day interval).

10.2.1.2.1. **(Added)** When there are no established inspection requirements for items of support or equipment, the periodic inspection interval will be no more than 180 days. Inspections will be conducted using guidance in the equipment's owner's manual and TOs 00-25-234, *General Shop Practice Requirements for the Repair, Maintenance and Test of Electrical Equipment*, 1-1A-15, *General Maintenance Instructions for Support Equipment*, and 34-1-3, *Inspection and Maintenance of Machinery and Shop Equipment*.

10.2.1.5. Authorizations for on-site CTK/equipment transfers will be made through the Production Superintendent or designated representative.

10.3.6.5. Approved broken tools/items log is the FairchildAFB Form 258, *Broken/Removed Tools and Equipment Log* found on e-pubs.

10.4.1.1.4. An inventory of spare tools will be kept in the storage facility at all times for tracking purposes. All spare tools will be secured in the CTK facility.

10.4.2. Spill pads will be controlled as CTK items and affixed with the CTK number and documented with quantity issued. Spill pads may be issued by the bundle.

10.4.2.2. Mobility CTKs stored in connex containers and not used, issued, or opened will inspected annually or prior to deployment. If mobility CTK is opened, or used for any reason, it must be thoroughly inspected and documented on an AFTO Form 244, *Industrial/Support Equipment Record*, prior to it being returned to storage.

10.5.1.3. **Attachment 21** contains the listing of approved Fairchild World Wide Equipment Identification Designators.

10.5.1.3.1. Container and lid will be counted as two of the items. For example: a 20 piece allen wrench set would be listed as "allen wrench set: 1/16"-3/8" 22 pieces with container and lid."

10.5.8. **(Added)** CTKs, test equipment, and storage containers subject to use on the flight line will have reflective paint or tape on all sides to outline the shape.

10.6. All new requests for locally manufactured tools and equipment will be routed in written memorandum format, contact QA for the memorandum template, through the owning work center's flight supervision, maintenance supervision, and approved by the MXG/CC. If approved, QA will maintain a copy of each memorandum.

10.8.1.3. MOC will call QA to receive the lost tool/item tracking number. MOC will issue a job control number for the lost tool/item and will notify 92/141 MXG/CC of the situation.

10.8.1.3.1. **(Added)** If an item/tool is believed lost on an aircraft that has taxied or is flying, the production superintendent will immediately notify the MOC and QA with the nomenclature of the item and where and how it could affect safety of flight. MOC will contact the 92/141 MXG/CC immediately. The 92/141 MXG/CC in coordination with the 92/141 OG/CC, will decide if the aircraft will be recalled. A Fairchild AFB IMT 256, *Lost Item/Tool Report* will be initiated and forwarded to the QA office.

10.8.1.5. After an initial search of the immediate work area, not to exceed one hour, an Fairchild AFB IMT 256**,** will be initiated and a preliminary report forwarded to QA. A finalized report will be submitted to QA as soon as possible.

10.8.1.6. The individual who found the lost tool/item will initiate a Fairchild AFB IMT 257, *Found Item/Tool Report.*

10.8.1.10.2. QA will maintain the original lost tool investigation reports in their file plan, with all required signatures, for a minimum of 1 year.

11.7.1. Replacement expendables, consumables, and bench stock will be kept secured in a separate cabinet labeled "expendables/consumables" or "bench stock".

11.19.1. Local manufacture (LM) requests are automatically approved if the Source of Maintenance and Recoverability (SMR) codes identify the part as LM and the fabricating activity has the capability to make it.

11.19.2. Procurable aircraft parts or equipment must be ordered through base supply. If zero assets exist, the item is deemed mission essential by MXG/CC or designated authority, and the fabricating activity has the capability to make it, the requestor shall contact one of the following to authorize manufacture: Item Manager, System Program Office, or engineering approval. Authorization must be in written form (E.g. memo for record, 202 or 107 approvals).

11.19.2.1. **(Added)** JEDMICS Managers will be Fabrication Flight CC/Chief appointed and assigned in writing by the MXS CC or MOO.

11.19.2.2. **(Added)** JEDMICS Managers will only download drawings when required to perform maintenance, and will destroy after completion of the job. All required drawings will be printed and dated.

11.19.2.3. **(Added)** All drawings procured through JEDMICS will be documented on a local tracking sheet, **Attachment 18**. Engineering data will be reviewed monthly for applicability of use. Monthly reviews will be documented on the local tracking sheet.

11.19.3. Aircraft parts or equipment that do not have SMR codes contained in T.O.s that are deemed mission essential by MXG/CC or designated authority, and the fabricating activity has the capability to make it, the requestor shall contact one of the following to authorize manufacture: Item Manager, System Program Office, or engineering approval. Authorization must be in written form (E.g. memo for record, 202 or 107 approval).

11.19.3.1. **(Added)** Fabricating activity will utilize on-hand materials to manufacture the part. The requestor will order any required bits, pieces and materials to backfill the fabricating activities stock, as well as any materials not on-hand.

11.19.3.2. **(Added)** Requesting activity will order the item through base supply and verify LM is required. Acquire approval authority and complete applicable data required for LM requisition. Obtain due-out document number from supply. Deliver data to fabricating activity.

11.19.3.3. **(Added)** Fabricating activity will verify ability to manufacture item per LM approval authority. Process request according to priority assigned. Establish estimated completion date. Notify requestor when item is ready for pickup. Release item once AF Form 2005, *Issue/Turn-In Request*, has been signed and provide a copy to requestor.

11.19.4. The Fabrication Flight CC/Chief is final approval for parts or items that do not interface with aircraft or equipment and are needed for an internal maintenance requirement.

14.6.1. The ASIP program for the KC-135 fleet is managed at Tinker AFB. The 92/141 ARW does not have ASIP aircraft assigned and will follow procedures IAW TO 1C-135-101, *AFTO 76, -135 Aircraft Structural Assessment Data*, and this instruction for Individual Aircraft Tracking Program (IATP).

14.8.3. Spare engine CANNs shall be coordinated through the EM prior to the start of the CANN action. When the CANN action is complete, notify the EM with the serial number and part number of the removed and installed part.

14.8.3.1. **(Added)** Unit cannibalizing the part will also clear the Due-In from Maintenance if required, order all parts required (including expendables), install replacement parts when received, and perform all system checks.

14.8.4.2. **(Added)** Prior to removing any part, the AMXS/MXS production superintendents will coordinate with owning squadron of designated aircraft for CANN.

14.10.5.5.1.1. For CDDAR operations and management, reference the 92 ARW Mishap Response Plan 91-204, FairchildAFB Comprehensive Emergency Management Plan 10-2 (FairchildAFB CEMP 10-2), and TO 00-80C-1, *Crashed, Damaged, Disabled Aircraft Recovery Manual.*

14.10.5.5.3.1. Tools and equipment listing will be located in the CDDAR Team Chief Continuity Book IAW TO 00-80C-1.

14.10.5.5.3.2. Local contract agreements will be located in the CDDAR Team Chief Continuity Book IAW 00-80C-1.

14.10.5.6. 92/141 ARW Command Post (ARW/CP) will implement the appropriate check sheet and coordinate with the MOC for CDDAR response/support and maintain a copy of the current CDDAR Team Chief.

14.10.5.6.1.2. 92/141 MOC will initiate the Major Aircraft Crash/Incident Quick Reference Checklist, and lock out the aircraft forms in G081 after an incident on assigned aircraft. MOC will coordinate the needs of the CDDAR Team via radio after they have been activated. All requirements will be coordinated with the On Scene Commander (OSC), Fire Chief, or Team Chief while at the mishap site.

14.10.5.6.1.4. 92/141 LRS Vehicle Operations will provide a dedicated vehicle, 24/7 capable of transporting the CDDAR trailer. At the request of the OSC or CDDAR Team Chief, Vehicle Operations will provide support vehicles to transport CDDAR team members and any other equipment items required (i.e. 40 ft flatbed semi trailer and tractor, van, truck, etc). Will make provisions to recall a representative for non- duty hours. Vehicle Operations will designate and make provisions for distribution of base vehicle assets to be utilized by the CDDAR team dependent upon area and terrain.

14.10.5.6.1.4.1. **(Added)** 92/141 Force Support Squadron (FSS) will provide billeting, meals, ice, water, etc. and any other services as deemed necessary by the OSC.

14.10.5.6.1.4.2. **(Added)** 92/141 Comptroller Squadron (CPTS) Financial Management Office will establish a fund site to procure needed equipment and supplies necessary in the CDDAR recovery operation.

14.10.5.6.1.4.3. **(Added)** 92/141 Civil Engineering/ Readiness Flight (CES), after coordination with OSC and CDDAR team chief will implement CEMP and will provide manpower and equipment necessary to support the CDDAR Recovery mission. Construct necessary temporary facilities as required to support the CDDAR recovery operation. All on-base and off-base accidents will be coordinated with CEMP.

14.10.5.6.1.4.4. **(Added)** 92/141 MXS Aerospace Repair (A/R) will be OPR for the 92 ARW CDDAR program. A/R will assist AMXS and the 36 RQF with assigned aircraft involving blown or flat tires, in order to remove aircraft from the active runway. A/R will comprise a team of qualified personnel in the following AFSCs: 4- 2A5X1 (A/R personnel), 1- 2A6X5 (Hydro),

1- 2A6X6 (E/E), 1- 2A6X4 (Fuels). 36 Rescue Flight (RQF) Squadron will provide an all systems qualified CDDAR support team to aid with UH-1N requirements.

14.10.5.6.1.4.5. **(Added)** 92/141 AMXS will conduct ground movement of any aircraft the OSC or Team Chief requests to be moved to facilitate CDDAR operations. Provide a tow vehicle with tow bar, tow vehicle operator, tow supervisor, and tow team to remain available during recovery operations. Tow team personnel will take directions from the Team Chief. Provide Avionics personnel for FDR/CVR removal, if required. Personnel will take directions from the Team Chief.

14.10.5.8.1. **(Added)** Ensure MXG primary and alternate Team Chiefs are tracked on the SCR under G081 course code INSP 000310.

14.10.5.8.1.1. **(Added)** The Team Chief will maintain a CDDAR Team with, at least, the minimum amount of personnel to support a CDDAR operation for assigned aircraft. Additionally, the On-Scene-Commander (OSC) or CDDAR Team Chief may utilize other personal necessary to accomplish CDDAR operations, as required. All additional personnel will be given a safety brief and may not be used in actual CDDAR operations, unless properly trained.

14.10.5.8.1.2. **(Added)** The CDDAR Team Chief will maintain a recall roster**,** and will be made available to the MOC and the Wing Command Post. The Roster will have current assigned personal and telephone numbers. This list will be updated annually or whenever a change occurs.

14.10.5.8.5.3. The Team Chief will maintain all required PPE for CDDAR operations and Composite Recovery as determined by the Technical Data and Base Bioenvironmental Engineer.

14.10.10. Bioenvironmental Engineering (BE) will ensure all team members, prior to recovery, will be respirator fit tested. This will be based on the recovery operation and appropriate PPE Level. Continue to monitor environmental conditions at site during recovery and advise CDDAR team chief of any recommended changes to PPE.

14.10.10.1.2. In the event of a crashed/disabled aircraft, the 92 ARW 91-204 is designed to work in conjunction with the FairchildAFB CEMP 10-2, and will be implemented along with applicable Check Sheets. MOC will notify the CDDAR Team chief to assemble the CDDAR team, and the Team Chief will use the checklist in **Attachment 32** and **Attachment 33** after being notified. The 36 RQF will run its own checklist which includes AETC notifications.

14.11.1.5.1.1. **(Added)** The production superintendent will notify the MOC. MOC will accomplish the appropriate notification checklist. The owning squadron will complete all sections of FairchildAFB IMT 255, *Dropped Object Report,* **(www.e-publishing.af.mil)** including a probable cause of the dropped object and the actions taken to prevent recurrence. The completed report will be forwarded with a G081 maintenance history report to QA as soon as possible, not to exceed 24 hours.

14.16.2.1. AMXS is responsible for removal and transporting aircraft thermal curtains to Aircrew Flight Equipment (AFE) for inspection/repair.

14.16.2.2. When available, condemned thermal curtains will be used for exercises in place of serviceable curtains. They will be properly marked “FOR TRAINING ONLY”.

14.16.4. AMXS will seal thermal-protective shields, and they will check returning deployed aircraft for a Fairchild seal on the thermal curtain storage bin. Document in AFTO Form 781A, for AFE inspection of the thermal curtains if there is not a Fairchild seal present.

14.19.2.2. All aircraft/engine FOD inspections will be entered as a red "X" on the AFTO Form 781A.

14.19.2.6.1. Restricted area badges will be secured by nylon/cotton cord or plastic armband. Cord will be secured around individual's neck; armbands will be secured on the upper part of the arm between the shoulder and the elbow. Badges will be stowed anytime personnel are working around aircraft with engines operating.

14.19.2.6.2. To include**,** industrial aircraft maintenance areas involved in aircraft, component, or alternate mission equipment maintenance.

14.19.2.6.4. **(Added)** Hearing protection, hats or headgear required as personal protective equipment during maintenance, servicing or as required for personnel carrying arms, are authorized on the flight line and industrial aircraft maintenance areas. Under no circumstances will they be worn within 50 feet of any operating aircraft engine.

14.19.2.6.4.1. **(Added)** Wear of the seasonal watch cap is authorized on the flight line or in industrial aircraft maintenance areas. Wear of the seasonal watch cap will comply with AFI 36-2903, *Dress and Personal Appearance of Air Force Personnel*. Ear defenders or ground communication headsets will be worn over the watch cap when within 50 feet of any operating aircraft engine. Watch cap will be worn to ensure proper seal around individuals hearing protection.

14.19.2.11. FOD walk areas of responsibility are located in **Attachment 22**.

14.19.2.17. All vehicles will perform a FOD tire check when entering through designated FOD checkpoints into flight line industrial aircraft maintenance areas including the street side entrances into maintenance hangars, or when entering back on pavement from a non-hard surface.

14.19.4. The 92d Operations Support Squadron Commander (OSS/CC), 92d Logistics Readiness Squadron Commander (LRS/CC), 92 AMXS/CC, 92 MXS/CC, 92d Air Refueling Squadron Commander (ARS/CC), 93ARS/CC, 92d Civil Engineering Squadron Commander (CES/CC), 92d Security Forces Squadron Commander (SFS/CC), 36th Rescue Flight Commander (RQF/CC), 92d Maintenance Operations Squadron Commander (MOS/CC), and any contract manager will appoint a unit FOD monitor and alternate. A memo of appointment will be forwarded to 92MXG/MXQP.

14.19.5.1. Production Superintendent's will ensure Fairchild AFB IMT 253, *Foreign Object Damage Worksheet*, **(www.e-publishing.af.mil)** is filled out and forwarded to QA and the 92/141 MXG Product Improvement Manager. If FOD is discovered on a transient aircraft, it will be reported using same procedures. QA will forward a copy of the FairchildAFB IMT 253 to the owning organization's QA office.

14.19.7. Production Superintendent's will notify the MOC, who will accomplish the appropriate notification checklist. The Production Superintendent will ensure FairchildAFB IMT 254, *Maintenance Personnel Bird Strike Report;* **(www.e-publishing.af.mil)** is filled out and forwarded to QA with a sample of the animal remains (e.g., feathers).

14.19.7.1. **(Added)** The wing FOD monitor will ensure the report and remains are forwarded to Wing Safety.

14.19.7.2. **(Added)** Wing Safety will do bird strike reporting IAW AFI 91-204, *Safety Investigations and Reports*, using information from aircrews, the FairchildAFB IMT 254, and any subsequent investigations. Wing Safety will be responsible for assigning the appropriate mishap classification and reporting it.

14.30.3. During all Red Ball Maintenance, aircraft chocks will be installed.

18.7.1.3. QAE will ensure inspections of all aircraft washes, and the AMC Form 1018, *Aircraft Wash Cleanliness Inspection Checklist* is completed and signed. The evaluator will file the AMC Form 1018 and forward a copy to the Wing Corrosion Manager within 2 duty days upon completion of washes.

PAUL H. GUEMMER, Colonel, USAF
Commander, 92d Air Refueling Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 36-2903, *Dress and Personal Appearance of Air Force Personnel*

AFI 91-204, *Safety Investigations and Report*

AFMAN 33-363, *Management of Records*

TO 00-25-234, *General Ship Practice Requirements for the Repair*

TO 1-1A-15, *General Maintenance Instructions for Support Equipment*

TO 34-1-3, *Inspection and Maintenance of Machinery and Shop Equipment*

Prescribed and Adopted Forms

Prescribed Forms:

FairchildAFB Form 40, *Functional/Operational Check Flight Worksheet*

Fairchild AFB IMT 253, *Foreign Object Damage Worksheet*

FairchildAFB IMT 254, *Maintenance Personnel Bird Strike Report*

FairchildAFB IMT 255, *Dropped Object Report*,

FairchildAFB IMT 256, *Lost Item/Tool Report*

FairchildAFB IMT 257, *Found Item/Tool Report.*

FairchildAFB Form 258, *Broken/Removed Tools and Equipment Log*

Adopted Forms:

AF Form 847, *Recommendation for Change of Publication*

AF Form 853, *Air Force Wildlife Strike Report*

AF Form 2519, *All Purpose Checklist*

AFTO Form 782, *KC-135R Inflight Data*

AMC Form 97, *AMC In-Flight Emergency and Unusual Occurrence Worksheet*

AMC Form 1018, *Aircraft Wash Cleanliness Inspection Checklist*

AMC Form 1030, *Events Log*

Abbreviations and Acronyms

ARS—Air Refueling Squadron

CES—Civil Engineer Squadron

CPTS—Comptroller Squadron

FSS—Force Support Squadron

IATP—Individual Aircraft Tracking Program

LOA—Low Altitude Operation

LM—Local Manufacture

LRS—Logistic Readiness Squadron

MFPS—Military Flight Production Section

MOS—Maintenance Operations Squadron Commander

NCOIC—Non-Commissioned Officer in Charge

OGV—Operations Group Standardization and Evaluation Office

OSC—On Scene Commander

OSS—Operations Support Squadron

RQF—Rescue Flight

SFS—Security Forces

VLOA—Very Low Altitude Operation

Attachment 18 (Added)

JEDMICS LOCAL TRACKING SHEET

Drawing #	Noun	Date Procured	Shop	Storage Location	Date Deleted	Monthly Review Accomplished

Attachment 19 (Added)

ENGINEERING TECHNICAL ASSISTANCE REQUEST

1. **SUBJECT:**
2. **FROM:**
3. **DATE:**
4. **NOUN:**
5. **PART NUMBER:**
6. **NATIONAL STOCK NUMBER & FED LOG Screen showing NSN/Drawings:**
7. **WUC:**
8. **TAIL NUMBER (SERIAL NUMBER):**
9. **AIRCRAFT/EQUIPMENT SITE:** *(Provide digital pictures i.e. Tail number, zoom in to area of aircraft, zoom in to part, angles of part. Pictures should include measurements, thickness, ruler or other point of reference)*
10. **JOB CONTROL NUMBER:**
11. **TECHNICAL ORDER:** *(Copy of T.O. with applicable Figure Number/Page/Paragraph)*
12. **PRIORITY:** *(Critical Major Minor)*
13. **INITIATOR:** *(Name, Office Symbol, Phone Number)*
14. **NOTIFY SUPERVISION: AMXS 247-4300 CP 979-4229/MXS 247-9163/CP 979-4229:** *(Name / Time)*
15. **QA ASSISTANCE POC:** *(Name)*
16. **DEFICIENCY:** *(Describe in detail giving as much information as possible, including tolerances and measurements)*
17. **RECOMMENDATION:** *(Propose a technically-logical solution to deficiency)*

Attachment 20 (Added)

KC-135 AIRCRAFT DOCUMENT REVIEW CHECKLIST

KC-135 AIRCRAFT DOCUMENT REVIEW CHECKLIST			
TAIL NUMBER:	JOB CONTROL NUMBER:		DATE/TIME COMPLETED:
AMXS CREW CHIEF: 1. Transcribe aircraft forms. 2. Ensure G081 and aircraft forms match. 3. Ensure delayed discrepancy defer codes, JCN and Document Numbers are accurate/complete. 4. Check inspection dates/times. 5. Check aircraft, engine, and MPRS pod times/cycles. 6. Ensure current IPI listing is posted in aircraft forms binder.			SIGNATURE:
AIRCRAFT SECTION CHIEF: 1. Verify aircraft pulled forms and active forms are accurate and complete. 2. Ensure documentation errors are corrected. 3. Verify delayed discrepancy defer code, JCNs, and Document Numbers are accurate and complete.			SIGNATURE:
SUPPLY: 1. Verify all document numbers against aircraft. 2. Check status of parts – inform crew chief of all part status. 3. Inform crew chief of parts in Tail Number Bin (TNB).			SIGNATURE:
ENGINE MANAGEMENT SECTION: 1. Review engine hours, TCTOs, -6 inspections, and Time Change Item due date/time in G081 and CEMS database. 2. Ensure engine times in aircraft forms and G081 match; correct as required. 3. Ensure CEMS database is updated as required.			SIGNATURE:
PRODUCTION SUPERINTENDENT: 1. Verify ETARs filed in forms have corresponding 781K write-ups. 2. Ensure workable delayed discrepancies are scheduled. 3. Ensure workable/due -6 Inspections and Time Change Items are scheduled. 4. Verify aircraft, engine, and MPRS pod times/cycles in 781s, G081 and Status Sheet match. 5. Verify IPI listing is current. 6. Review aircraft TDY/deployment/wash/depot/modification schedules; resolve conflicts w/ PS&D.			SIGNATURE:
AMXS AMU NCOIC/OIC: 1. Review aircraft forms for completeness and accuracy. 2. Review aircraft, engine, and MPRS pod times/cycles for accuracy. 3. Review delayed discrepancies for completeness, accuracy, and scheduled events. 4. Review -6 inspections, TCIs, and TCTOs for accuracy and scheduled events.			SIGNATURE:

5. Review aircraft TDY/deployment/wash/depot/modification schedules for conflicts/problems. 6. Review document review checklist for completeness and accuracy.	
PS&D: 1. Verify aircraft 781 times and G081 match; correct and report as required. FORMS ACFT TIME:_____ G081 ACFT TIME: _____ 2. Check Special Inspection (SI) due dates. 3. Check Time Change Items (TCI) due dates; order parts and schedule down time as required. 4. Check TCTO status and schedule workable TCTOs as required. 5. Review SI/TCI to identify any missing/excess items; correct as required. 6. Check aircraft TDY/deployment/wash/depot/modification schedules; schedule as required. 7. Check delayed discrepancies; coordinate with Pro Super to schedule down time. 8. Ensure AFTO Form 781D and G081 match. 9. Print new AFTO Form 781D and other "corrected" G081 forms. 10. File completed document review checklist and associated G081 documents in aircraft jacket file.	SIGNATURE:

Attachment 21 (Added)

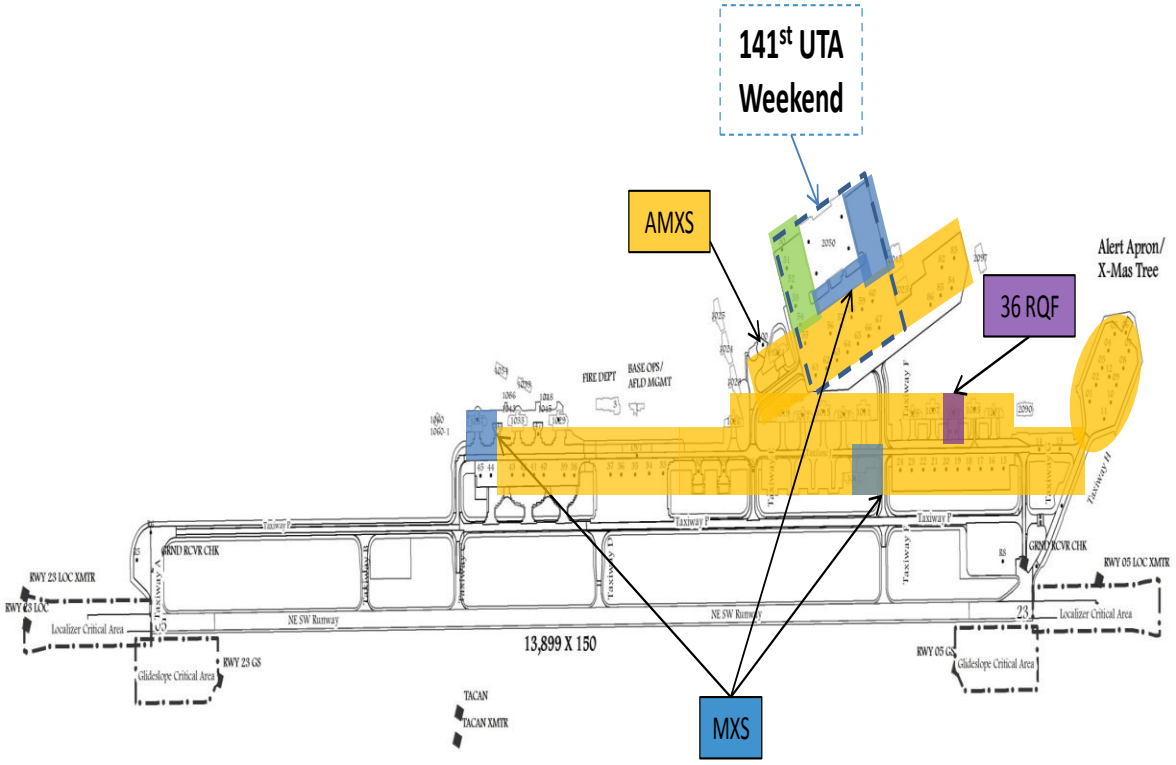
WORLD WIDE IDENTIFICATION DESIGNATORS

92d Maintenance Group	141st Maintenance Group
92d Aircraft Maintenance Squadron (AMXS) FCAM **92d Maintenance Operations Squadron (MOS)** FCMO **92d Maintenance Squadron (MXS)** FCMG, AGE Flight FCMX, ISO Support FCMW, Wheel and Tire FCMA, A/R FCMR, Refurb FCMT, Metals Tech FCMS, Structural Maintenance FCMN, NDI FCMP, Survival Equipment FCME, E/E FCMH, Hydro FCMF, Fuel Cell FCMM, Munitions **92d Maintenance Group Quality Assurance (QA)** FCQA **92d Operations Support Squadron (OSS)** FCLS **373 TRS Det 13 (FTD)** FCTD **Transient Alert** FCTA **36th Rescue Flight** FCUH	M5FL, Flight line M5AG, AGE M5AV, Avionics M5CN, Comm/Nav M5EL, Electric/Environmental M5JE, Engine Shop M5FU, Fuel Cell M5IN, Guidance M5HS, Hydraulic Shop M5MW, Machine/Welding M5PM, PE Dock M5RW, Repair and Reclamation M5SM, Structural Maintenance M5TW, Wheel and Tire

Attachment 22 (Added)

FAIRCHILD AFB FLIGHTLINE FOD WALK AREAS OF RESPONSIBILITY

FAIRCHILD AFB FLIGHTLINE FOD WALK AREAS OF RESPONSIBILITY



Attachment 23 (Added)

FIRE EXTINGUISHER SQUIBS PRE-TASK SAFETY BRIEFING

A23.1. Safety Precautions.

A23.1.1. Adhere to the cardinal *Principle of Explosives Safety:* Personnel will be assigned duty positions, documented in the crew briefing. Each fire extinguisher maintenance crew will consist of at least two personnel, but no more than four. One person on the crew will be designated as the task supervisor. No more than 20 fire extinguisher cartridges will be in an Electro/Environmental squib team's possession at any one time. This accounts for 10 (8 engine/2 APU) aircraft squibs being removed and 10 (8 engine/2 APU) new ones being installed from supply.

A23.1.2. Industrial safety practices dictate use of the buddy system.

A23.1.3. Supervisors must be qualified on the task they are supervising and crewmembers must be at least opened on the task and associated safety tasks in their training records.

A23.1.4. Ensure applicable technical order WARNINGS, CAUTIONS, and NOTES are briefed prior to the start of any explosive operation. All personnel will watch for dangerous conditions or situations and take appropriate actions to prevent mishaps.

A23.1.5. Explosive operation warning signs and appropriate fire symbol placards will be placed at all accessible entrances to explosive maintenance operations when explosive operations are in progress.

A23.2. Transportation and Handling.

A23.2.1. Should a vehicle transporting squibs develop a fire, it will be cleared from the aircraft parking area, buildings and other vehicles, and stopped as soon as possible. The vehicle operator will attempt to extinguish the fire and notify Maintenance Operations Center (MOC) using the maintenance net or contacting the Fire Department by telephone. Evacuate the area to a distance of 300 feet and inform the Fire Department of approximate time squibs were engulfed in flames.

A23.2.2. Do not perform unnecessary tasks in the immediate area of an explosive operation.

A23.2.3. Locate and ensure emergency exits are unlocked and marked aisle ways are clear of obstacles at all times.

A23.2.4. Ensure explosive placards are attached to transport vehicle and/or trailer as applicable.

A23.3. Restraints.

A23.3.1. Exercise extreme caution during icy and inclement weather conditions. Slippery conditions can necessitate increased use of tie-downs.

A23.3.2. Secure all items according to applicable technical data prior to transportation.

A23.4. Briefing Guide Use this safety briefing to ensure you give a comprehensive safety briefing prior to starting any operation. Ensure all pre-use and post-use inspections of munitions are performed as outlined in each individual munitions Item Technical Order. Update the briefing as minor changes occur, but re-accomplish the entire briefing anytime the operation to be performed changes. Visitors (personnel from other elements/inspectors) will be briefed on the below items.

1. Location of operation to be performed: _____
2. The operation to be performed: _____
3. Hazard class/division: 1.4 C

   Withdrawal distance is: 300 feet
4. Explosive withdrawal distances involving fire:

CLASS/DIVISION	DISTANCE	HAZARD
1.4	300 Feet	Moderate Fire, No Blast

5. In the event of an emergency, follow: _____
6. Evacuation assembly point: _____
7. Task Supervisor: _____
8. Crew Members: (1)_____(2)_____(3)_____
9. Visitors:

_____

10. Casuals:

_____

11. Dropped munitions criteria (IAW TO 11A18-14-7):

Packaged: 10’

Unpackaged: Cartridge assemblies dropped on squib end regardless of distance or unpackaged assemblies dropped on any other assembly surface in excess of three feet shall be considered unserviceable

A23.5. Final Checklist

1. Notify Fire Department Fire Control Center (247-5215) of 1.4 munitions maintenance location. ( )
2. Remove all watches, rings and jewelry. ( )
3. Verify fire symbols, explosive placards and operation warning signs. ( )
4. Check fire extinguishers. ( )
5. Check grounding points (if applicable). ( )
6. Check tools and equipment. ( )
7. No radio transmissions or cell phone use within 25’of munitions. ( )
8. Location and use of air horns to notify personnel of any emergency. ( )
9. Ensure all required PPE is serviceable and used. ( )
10. Ensure that TO 11A18-14-7 and applicable technical data is on hand. ( )

11. Notify Fire Department Fire Control Center (247-5215) of 1.4 munitions maintenance completion. ( )

NOTE: Supervisors/Team Chiefs of individual operations can halt their operation based on their personal judgment if the weather conditions or any unsafe condition posed by equipment or personnel present a hazard to the operation and jeopardizes the overall safety of personnel within his/her control.

A23.6. Emergency Procedures

A23.6.1. All crews conducting explosive operations must have some means of communication available in the vicinity (i.e. radio, telephone), outside of 25 feet, with either their expeditor, section dispatch, MOC or Command Post (CP) for reporting explosive or explosive related mishaps.

A23.6.2. In the event of a fire, sound the available warning to all personnel in the immediate vicinity and contact MOC/CP and the Fire Department (911) by the most direct means available.

A23.6.3. Do not move any equipment, munitions or articles unless necessary for safety, or when released by a competent authority; such as Explosive Ordinance Disposal or the Base Fire Chief/On Scene Commander.

A23.6.4. Emergency Procedures Task Assignments:

A23.6.4.1. _____ will sound the alarm and notify MOC/CP and the Fire Department and will pass on as much of the following information as possible:

A23.6.4.1.1. Name of individual making report:_____

A23.6.4.1.2. Location (Building Number, A/C Spot) _____

A23.6.4.1.3. Type of emergency: (Fire, Vehicle Accident, Dropped Munitions)

A23.6.4.1.4. Type of munitions involved: _____

A23.6.4.1.5. Number of personnel injured / injury description(s): _____

A23.6.4.1.6. Time of accident/incident: _____

NOTE: Stay on the line or radio as long as possible or until released by the MOC/CP or Fire Department.

A23.6.4.2. _____and _____will fight the fire if required.

A23.6.4.3. _____ will meet the Fire Department and direct the fire fighters.

A23.6.4.4. _____will assist the injured or evacuate non-involved equipment.

A23.6.4.5. Once munitions become engulfed in flames, all personnel will assist in evacuation of injured personnel and or equipment, record the time, and report it to the fire chief/on scene commander.

A23.6.4.6. In the event of dropped munitions, collision, or other accident not involving fire, take the following actions:

* Stop the operation.

* Notify the MOC/CP, EOD and your weapons safety representative

* Secure the equipment and the facility.

* Evacuate, initially to 300 feet, and then as directed by the On-Scene Commander.

* Render first aid to the injured.

Attachment 24 (Added)

IMPOUNDMENT CHECKLIST

IMPOUNDMENT CHECKLIST			
SERIAL NUMBER	IMPOUND OFFICIAL		
REVIEW AFI21-101_AMCSUP_I_FAIRCHILD_SUP, PRIOR TO STARTING CHECKLIST. IT IS IMPARATIVE THAT THE SCENE AND AIRCRAFT/ EQUIPMENT INVOLVED IN AN EVENT BE MAINTAINED.			
ACTIONS TO BE TAKEN	YES	NO	N/A
If aircraft is impounded off-station, coordinate with 618 TACC/XOCL and 92/141 MOC a. Does impounded aircraft require one-time flight?			
Debrief aircrew			
Pull FDR/CVR C/Bs			
Isolate aircraft/equipment			
Impound Authority designates Isolation Area			
Obtain permission from Impoundment Official or equivalent before moving aircraft/equipment to Isolation Area a. Take photos of aircraft/equipment/scene before moving aircraft/equipment to Isolation Area			
Establish ECP a. Use AMC Form 1030 or equivalent for ECP log and review daily			
Impoundment discrepancy in forms on X			
Isolate AFTO Form/IMT 781A(Aircraft Forms Binder)/electronic equivalent (GO81) or AFTO IMT 244			
Contact MOC to restrict GO81 access			
Provide MOC with Impoundment Official's contact information			
Contact MOC to unlock GO81 access upon approval by Impoundment Official or equivalent			
Assemble impound team			

Obtain impoundment continuity book and signs from QA			
Place impoundment coversheet in aircraft forms binder and position impoundment signs around impounded aircraft/equipment, **Attachment 25**.			
Place impoundment placard on equipment (Not required for aircraft)			
Thoroughly review AFTO Form/IMT 781A(Aircraft Forms Binder)/electronic equivalent (GO81) or AFTO IMT 244			
Request any personnel records required to complete impoundment investigation			
Separately interview all personnel involved in event leading to the impoundment			
Determine if aircraft/equipment fluid samples need to be taken for analysis			
Ensure all components/ parts are properly controlled			
Take photos of aircraft/equipment for impound/ DR report			
If Impound Team identifies cause that could affect fleet health, notify QA			
Once Impound Team positively determines cause of impound, notify MOC			
Ensure impoundment actions in AFTO Form/IMT 781A (Aircraft Forms Binder)/electronic equivalent (GO81) or AFTO IMT 244 are complete and documentation is properly annotated			
Route impounded aircraft/equipment AFTO Form/IMT 781A (Aircraft Forms Binder)/electronic equivalent (GO81) or AFTO IMT 244 to QA			
QA will review for proper documentation on AFTO Form/IMT 781A (Aircraft Forms Binder)/electronic equivalent (GO81) or AFTO IMT and enter the corrective action for the impoundment discrepancy.			
Impoundment Official signs corrective action block of the impoundment discrepancy			
Route AFTO Form/IMT 781A (Aircraft Forms Binder)/electronic equivalent (GO81) or AFTO IMT to the Impoundment Release Authority and brief on findings, corrective actions and request release from impoundment			
Submit DR report			

Attachment 25 (Added)

AIRCRAFT IMPOUNDED BY DIRECTION OF 92/141 MXG/CC

IMPOUNDED

AIRCRAFT IMPOUNDED BY DIRECTION OF
92/141 MXG/CC

DISCREPANCY FOUND ON PAGE____BLOCK____
IMPOUNDMENT OFFICIAL IS:
RANK_____ NAME_____
DUTY PHONE_____
HOME PHONE_____

Attachment 26 (Added)

HANGAR DOOR TRAINING

A26.1. This section is designed to prepare personnel to safely and effectively perform hangar entry. Hangar awareness training is mandatory for all personnel who operate hangar doors or require access through hangar doors, not personnel doors, in the performance of routine duties such as: work in hangar facilities, supply/equipment deliveries, aircraft cargo loading, fire department, civil engineering maintenance, etc. All of **FairchildAFBI 21-32**

A26.1. FairchildAFB has four hangar types:

A26.1.1. Fully Powered–Building 2050, Hangars 1-4.

A26.1.2. Electrical Tail Door/Manual Hangar Doors

A26.1.3. Manual Hangars Doors

A26.1.4. Cloth Doors

A26.2. Hangar door checklists are posted above each hangar door control panel or on the hangar door for manual hangar doors.

NOTE: Hangar door operators must be trained on all four types of hangar doors before they are qualified to operate any hangar doors.

A26.3. Hangar door training is taught during Phase I, KC-135R/T Production Team Maintenance Course, for newly assigned maintenance personnel reporting directly from a technical school. For all others, qualified squadron training representatives or supervisors will teach the hangar door training instruction, and it is also taught in block training annually.

A26.3.1. Hangar entry training is broken down into two categories:

A26.3.1.1. Hangar Door Awareness Training: This standardized instruction encompasses hangar door hazards, hangar door operation, emergency procedures, hangar signs and markings, hangar locations and safety training for all hangar types.

A26.3.1.2. Hangar Door Operation Training: Maintenance Qualification Training Program instructors, squadron training representatives, or supervisors will provide hands-on OJT for the different hangar types utilized. At a minimum, hangar operation qualification training will encompass completion of hangar awareness training, hangar door operation of the three hangar types utilizing the hangar checklists (**Attachment 27, Attachment 28, Attachment 29, and Attachment 30**), hangar door hazards, and emergency procedures.

A26.3.1.3. FairchildAFB units not assigned to the MXG who require training for their training representatives or supervisors may contact QA for initial training and qualification. Once qualified, these unit training representatives are responsible for training their members annually. For the approved lesson plan and instructional materials, please contact 92d Maintenance Operations Squadron Training section. (92 MOS/MXOT)

A26.4. Personnel document initial and annual hangar door training on AF Form 55, *Employee Safety and Health Record.* Additionally, maintenance group personnel will document hangar door training in G081 using hangar training course codes. Tenant units will document training in appropriate Integrated Maintenance Data System.

A26.4.1. Course codes are; Hangar Awareness: SAFE 001100 and Hangar Operation Qualification Training: FCHD 000131.

A26.5. 92 CES will brief hangar door discrepancies, repair status and get-well date of inoperable door systems to the wing commander on a monthly basis. Hangar facility managers will brief hangar door discrepancies, repair status and get-well date of inoperable door systems to the maintenance group commander on a monthly basis.

Attachment 27 (Added)

HANGAR DOOR OPERATION CHECKLIST, FULLY POWERED (HANGARS 1-4)

A27.1. Pre-Operation Checklist

NOTE: Read and familiarize yourself with instructions above the control panel prior to operation. Only qualified personnel approved by their squadron commander or designated representative and properly trained will operate hangar doors.

CAUTION: Never use vehicles to open or close hangar doors.

NOTE: Contact CES Customer Service (DSN 657-2302 / Comm 509-247-2302) for any discrepancies to doors or operating controls.

1. Locate and inspect pinch points and crush point areas for obstructions.
2. Inspect hangar door tracks for debris and both doors and tracks for damage.
3. Ensure area is clear of equipment, aircraft, and personnel both inside and out.
4. Ensure all personnel entry doors are closed and latched.

A27.2. Opening Hangar Doors

CAUTION: To ensure safety of personnel and equipment, all hangar doors must be brought to a complete stop and opened a minimum of 10 feet.

CAUTION: While doors are moving, continually monitor to ensure doors are clear of obstructions, personnel, equipment, and aircraft.

NOTE: Ensure doors are open a minimum of 10 feet beyond wing tips for towing operations.

CAUTION: Ensure main door alarm sounds when hangar door controls are engaged (if main door alarm does not sound, do not continue and contact civil engineering).

NOTE: Doors will begin to move approximately 10 seconds after alarm sounds.

NOTE: Left lever controls left door, right lever controls right door, center lever controls left and right main doors, top lever controls tail door.

CAUTION: Never open tail door until left and right main doors have proper clearance and have stopped.

NOTE: If opening doors fully, release control levers before stop marks on hangar floor.

1. Complete hangar door pre-operation checklist.
2. Push lever marked “BOTH DOORS” to the right to open left and right main doors.
3. When main doors are completely opened and have stopped, move top lever marked “TAIL DOORS” to the right to open tail door.

A27.3. Closing Hangar Doors

1. Complete hangar door pre-operation checklist.
2. Close tail door by moving lever marked "TAIL DOORS" to the left until door has stopped.
3. Close main doors by moving lever marked "BOTH DOORS" to the left until doors have stopped.

A27.4. Post Operation Checks

1. Perform follow-up inspection for damage to doors or equipment.

NOTE: Contact CES Customer Service (DSN 657-2302 / Comm 509-247-2302) for any discrepancies to door or operating controls.

A27.5. Emergency Opening Procedures for Aircraft Towing

1. Complete hangar door pre-operation checklist.

NOTE: Left lever controls left door, right lever controls right door, center lever controls left and right main doors, top lever controls tail door.

CAUTION: Never open tail door until left and right main doors have proper clearance and have stopped.

NOTE: If opening doors fully, ensure doors have stopped completely before releasing control levers.

2. Push lever marked "BOTH DOORS" to the right to open left and right main doors.
3. When main doors are completely opened and have stopped, move top lever marked "TAIL DOORS" to the right to open tail door.
4. Individual operating the hangar doors will remain at the door control panel until released by tow team supervisor.

CAUTION: Do not close the doors manually; call CES Customer Service (DSN 657-2302 / Comm 509-247-2302), to repair doors.

A27.6. Manual Operation Procedures With or Without Electrical Power
NOTE: Contact CES Customer Service (DSN 657-2302 / Comm 509-247-2302) for any discrepancies to doors or operating controls.

1. Complete hangar door pre-operation checklist.
2. Locate YELLOW SHEPHERD'S HOOK beside the hangar door control panel.

NOTE: Every door/panel must have the release tripped manually or the doors will not move.

3. Using the YELLOW SHEPHERD'S HOOK pull down on the uppermost release cable on *every* door to release latch. Main doors can be opened manually at this time.
4. Open tail door by using the manual drive chain.
5. Ensure all doors have been opened fully before aircraft movement.
6. Perform post operation checklist.

Attachment 28 (Added)

HANGAR DOOR OPERATION CHECKLIST, FULLY ENCLOSED AIRCRAFT HANGARS (1003, 1007, 1011, 1015, 1019)

A28.1. Pre-Operation Checklist

NOTE: Only qualified personnel approved by their squadron commanders or designated representative and properly trained will operate hangar doors.

CAUTION: Never use vehicles to open or close hangar doors.

NOTE: Contact CES Customer Service (DSN 657-2302 / Comm 509-247-2302) for any discrepancies to doors or operating controls.

PRE-OPERATION CHECKLIST

1. Locate and inspect pinch points and crush point areas for obstructions.
2. Inspect hangar door tracks for debris and both door tracks for damage.
3. Ensure area is clear of equipment, aircraft, and personnel both inside and out.
4. Ensure all personnel entry doors are closed and latched.

CAUTION: To ensure safety of personnel and equipment, all hangar doors must be brought to a complete stop and opened a minimum of 10 feet. Continually be aware of changing pinch points while moving manual doors. While doors are moving, continually monitor to ensure doors are clear of obstructions, personnel, and aircraft.

NOTE: Ensure doors are opened a minimum of 10 feet beyond wing tips for towing operations.

A28.2. Opening Hangar Doors

CAUTION: Never open tail door until left and right main doors have proper clearance and have stopped.

NOTE: With the exception of the electric tail door, these are manual push doors.

1. Complete hangar door pre-operation checklist.
2. Open main doors until doors are beyond wing tip clearance line.
3. Open tail door by pressing “OPEN” button on tail door control panel.

A28.3. Closing Hangar Doors

1. Complete hangar door pre-operation checklist.
2. Close tail door by pressing “CLOSE” on tail door control panel.
3. Close main doors.

A28.4. Post-Operation Checks

1. Perform follow-up inspection for damage to doors or equipment.

A28.5. Manual Operation Procedures With or Without Electrical Power

NOTE: Contact CES Customer Service (DSN 657-2302 / Comm 509-247-2302) for any discrepancies to doors or operating controls.

1. Complete hangar door pre-operation checklist.
2. Open main doors until doors are beyond wing tip clearance line.
3. Open tail door by using the manual drive chain.
4. Ensure all doors have been opened fully before aircraft movement.
5. Perform post operation checklist.

Attachment 29 (Added)

HANGAR DOOR OPERATION, AIRCRAFT NOSE DOCKS

(1001, 1005, 1009, 1012, 1013, 1017, 1021, 1023, 1024, 1025, 1026)

A29.1. Pre-Operation Checklist

NOTE: Only qualified personnel approved by their squadron commander or designated representative and properly trained will operate hangar doors.

CAUTION: Never use vehicles to open or close hangar doors.

NOTE: Contact CES Customer Service (DSN: 657-2302 / Comm 509-247-2302) for any discrepancies to doors or operating controls.

1. Locate and inspect pinch points and crush point areas for obstructions.
2. Inspect hangar door tracks for debris and both door and tracks for damage.
3. Ensure area is clear of equipment, aircraft, and personnel both inside and out.
4. Ensure all personnel entry doors are closed and latched.

CAUTION: To ensure safety of personnel and equipment, all hangar doors must be brought to a complete stop and opened a minimum of 10 feet. Continually be aware of changing pinch points while moving manual doors. While doors are moving, continually monitor to ensure doors are clear of obstructions, personnel, equipment, and aircraft.

NOTE: Ensure doors are opened a minimum of 10 feet beyond wing tips for towing operations.

A29.2. Opening Hangar Doors

1. Complete hangar door pre-operation checklist.
2. Open main doors until doors are beyond the wing tip clearance line.

A29.3. Closing Hangar Doors

1. Complete hangar door pre-operation checklist.
2. Close main doors.

A29.4. Post Operation Checks

1. Perform follow-up inspection for damage to doors or equipment.

Attachment 30 (Added)

HANGAR DOOR OPERATION, CLOTH DOORS

(1029, 1033, 1037)

A30.1. Pre-Operation Checklist

NOTE: Only qualified personnel approved by their squadron commanders or designated representative and properly trained will operate hangar doors.

CAUTION: Never use vehicles to open or close hangar doors.

WARNING: Winds over 35 MPH contact CE to operate doors.

NOTE: For any discrepancies to doors or operating controls, contact CE 247-7365, or 7363. After hours, contact command post 247-7100.

A30.2. Opening Hangar Doors

A30.2.1. North panel and south panel

A30.2.1.1. Ensure power is on

a. a green light on east and west panel
b. main switch is located in room 12 on east wall
c. if power was off depress reset button

A30.2.1.2. Depress door button (s) as needed

a. button does not need to be held in open for opening door panel
b. a buzzer will sound with a 10 second delay before the doors move
c. yellow light indicate door position.
d. door stop button can be used if only partial opening required.
e. doors be open at least 10 feet for moving in or out vehicles or age equipment.

NOTE: Emergency stop is used only when doors are opening. Emergency stop button must be pulled out to continue door operation.

A30.2.2. Raising the mullions:

A30.2.2.1. Ensure center door and both wing doors are fully opened. (check for yellow light on panel)

A30.2.2.2. Open covers around mullions. CAUTION floor cover plates must be open prior to raising mullions.

A30.2.2.3. Press and hold both mullion buttons

a. a 10 second buzzer sounds before movement of mullions.
b. a yellow light indicates mullion position.
c. mullion stop when fully raised.
d. the buzzer ceases when mullions are fully raised.

A30.3. Closing Hangar Doors

A30.3.1. Ensure all personnel and equipment are clear of the door and mullion paths.

A30.3.2. Doors will not operate unless mullions are in the full down position.

A30.3.3. Lowering the mullions:

WARNING: Floor cover plates must be opened prior to lowering mullions or damage to mullions may result.

A30.3.3.1. Depress vertical button to lower mullion

a. must hold in button for continuous operation.
b. a buzzer sounds with a 10 second delay before movement of mullions.
c. yellow light and buzzer silencing indicated fully closed position.

NOTE: Close mullion floor plate covers prior to closing side doors.

NOTE: Stop hangar doors 6 to 18 inches from the floor and wait 30 seconds before closing all the way (close one door at a time).

A30.3.4. East and West panels

A30.3.4.1. Depress door button as needed to close doors

a. must hold in button for continued operation.
b. a buzzer sounds with a 10 second delay before the door moves.
c. doors stop automatically. A yellow light on the panels indicates the closed position.

A30.4. Post Operation Checks

A30.4.1. Perform follow-up inspection for damage to doors or equipment.

Attachment 31 (Added)

AIRCRAFT/MISSILE EQUIPMENT TRANSFER/SHIPPING LISTING

AIRCRAFT/MISSILE EQUIPMENT TRANSFER/SHIPPING LISTING					OMB NUMBER	Page of Pages
1. PRIME CONTRACTING/SHIPPING ORGANIZATION		2. CONTRACT NUMBER/BASE			3. MDS	4. AIRCRAFT/MISSLE SERIAL NUMBER
5. SHIP TO – MARK FOR					6. AUTHORITY	7. SHIPPING ORGANIZATION REQUEST NUMBER
ITEM NUMBER	STOCK NUMBER OR PART NUMBER AND NOMENCLATURE	QUANTITY				REMARKS AUTHORITY OR REASON FOR SHORTAGE
		AUTH PER ACFT	INSTALLED	SHIPPED	RECEIVED	
19 B	1670-00-533-9968 Shackle, 5,000 LBS (Ring)	90	10	0		
19C	1670-00-348-5887 Shackle, 10,000 LBS (Ring)	16	0	0		
19F	1670-01-367-2940 Strap, Cargo, Nylon 5K LBS	80	10	0		
20	1730-00-027-6466 Plug Assy, ACM	1	1	0		
45	1730-01-367-2940 Cover, Engine Inlet/Exhaust	4	4	0		
						CREW CHIEF:
------	Section III: Crew & Passenger Support Equipment	----------	----------	----------	----------	I certify that an inventory of -21 equipment was conducted and all items have been accounted for.
--		3	-	0		
2	1560-00-700-8897 Crew Berth	3	3	0		CREW CHIEF SIGNATURE
3	1680-00-799-7784 Mattress, Crew Berth	1	3	0		_____
4	7310-00-905-6212 Oven, Warming, Electric		1			
8. VERIFICATION OFFICIAL SIGNATURE	9. DATE	10. ACCEPTANCE/RECEIVING OFFICIAL SIGNATURE			11. DATE	12. RECEIVING ORGINIZATION REQUEST NUMBER
I CERTIFY THAT THE EQUIPMENT LISTED HEREON WAS TURNED OVER TO THE _____ _____FOR SUBSEQUENT INSTALLATION ON AIRCRAFT SERIAL NUMBER LISTED IN BLOCK 4.					SIGNATURE	

Attachment 32 (ADDED)

CRASH DAMAGED/DISABLED AIRCRAFT RECOVERY TEAM CHIEF CHECKLIST

☐ Notify Section Chief and Flight Chief of situation (if not present).

☐ Assemble team in Aero-Repair Section, review individual responsibilities of team members and set up a work schedule for personnel.
- ❑ Start checklists, brief team members on assigned duties.

☐ Collect required data prior to leaving shop.
- ❑ 1C-135(K)A-3-1.
- ❑ 00-105E-9.
- ❑ Crash recovery book (located in Aero-Repair Section Chief Office).
- ❑ Notify vehicle operations dispatch at 7-2244 and inform of need for truck and driver.

☐ Ensure required equipment is ready & available. Team chief will obtain the appropriate vehicle/operator for CDDAR from Vehicle Operations to tow the CDDAR trailer. Additional vehicles will be provided to team members, as needed.
- ❑ Jacks/jack trailer.
- ❑ Plywood sheets/shoring (railroad ties).
- ❑ CDDAR trailer.
- ❑ If necessary, obtain disabled aircraft wheel dolly and T.O. 35D3-7-15-1 from the AGE flight.

☐ Coordinate with contracting office to procure additional, required equipment, i.e. dunnage, shoring, heavy equipment, etc.

☐ Do not respond to crash site until notified by on-scene commander (OSC)
- ❑ Notified by proper channels, (i.e., MOC, MS-2, flight line production supervisor, etc.).
- ❑ Ensure proper radio communication with air traffic control tower if crossing active runway.

☐ Coordinate with the OSC, Safety Investigation Board (SIB) or Safety representative, and BEE to determine what PPE and recovery equipment will be required for entry into the area. Determine what needs to be accomplished and when the CDDAR team will be allowed to enter the area. The CDDAR Team will stand- by once activated and will wait for directions from OSC and CDDAR Team Chief
- ❑ Identify all known hazards.
- ❑ Review all safety pre-cautions and ensure all personnel have required PPE.

- ☐ Assess situation.
  - ❑ Use ORM (Operational Risk Management).
  - ❑
- ☐ Notify Depot of situation.
  - ❑ OC-ALC/LCRA (DSN 336-5620) for C-135 series or, if different aircraft, coordinate with QA and the owning agency for depot instructions.
- ☐ Conduct safety briefing for team members.
  - ❑ Ensure team members wear safety vests, reflective belts, etc.
- ☐ Ensure aircraft is defueled and safe to proceed.
  - ❑ Configure aircraft and begin recovery/removal actions.
  - ❑ Follow all Technical Data and AFI 91-204 to ensure preservation of evidence.
  - ❑ Utilize AFI 91-204 to ensure preservation of evidence
- ☐ Verify safe center of gravity (coordinate through flight line production supervisor).
- ☐ Obtain crane (if needed) from downtown through on-scene commander/MOC.
  - ❑ Company listed in Team Chief CDDAR Continuity Book..
- ☐ Ensure lifting bag shoring, 60 each railroad ties on-hand (or amount required).
  - ❑ Local downtown merchants (extra, if needed).

Attachment 33 (Added)

CDDAR CAPABILITY MATRIX

Aircraft	Airbag	Jacks	Towing**	Wheel Dolly	Crane*	Crane Availability Time	Main Gear Failure (Airfield Removal Capabilities)	Nose Gear Failure (Airfield Removal Capabilities)	All Tires Fail (Airfield Removal Capabilities)
707	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No
727	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No
A-10A	Yes	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
AV8	Yes	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
B-1B	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No
B-52	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No
BE-90	No	No	Yes**	Unknown	Off Base*	1-2 hours	No	No	No
C-12	Yes	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
C-130	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No
C-140	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No
C-141	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No
C-17	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No
C182	No	No	Yes**	Yes	Fairchild	30 min-1 hour	No	No	Yes
C-206	No	No	Yes**	N/A	Fairchild	30 min-1 hour	N/A	N/A	N/A
C-208	No	No	Yes**	N/A	Fairchild	30 min-1 hour	N/A	N/A	N/A
C-21	Yes	No	Yes**	Yes	Fairchild	30 min-1 hour	No	No	Yes
C-22	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No
C-23	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No
C-26	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No
C-33	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No
C-5	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No
C-9	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No
CH-47	No	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
CH6	No	No	Yes**	N/A	Off Base*	1-2 hours	N/A	N/A	N/A
CM170	No	No	Yes**	N/A	Off Base*	1-2 hours	N/A	N/A	N/A
CT-114	Yes	No	Yes**	Unknown	Fairchild	30 min-1 hour	No	No	Unknown
E-3	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No
E-4	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No
E540	No	No	Yes**	No	Off Base*	1-2 hours	No	No	No
EA6-B	Yes	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
EX300	No	No	Yes**	Yes	Fairchild	30 min-1	No	No	Yes

						hour			
F-111B	Yes	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
F-15	Yes	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
F-16	Yes	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
F-18	Yes	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
F-27	No	No	Yes**	Unknown	Off Base*	1-2 hours	No	No	Unknown
F-4C	Yes	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
F-5	Yes	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
F-8	No	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
H124	No	No	Yes**	No	Off Base*	1-2 hours	No	No	No
H60	No	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
HH60	No	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
KC-10	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No
KC-135	Yes	Yes	Yes	No	Off Base*	1-2 hours	Yes	Yes	Yes
M1617	No	No	Yes**	No	Off Base*	1-2 hours	No	No	No
P-3	Yes	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
SW-3	No	No	Yes**	Unknown	Off Base*	1-2 hours	No	No	Unknown
SW-4	No	No	Yes**	Unknown	Off Base*	1-2 hours	No	No	Unknown
T-1	No	No	Yes**	Yes	Off Base*	1-2 hours	No	No	Yes
T-33	No	No	Yes**	Yes	Fairchild	30 min-1 hour	No	No	Yes
T-37	Yes	No	Yes**	Yes	Fairchild	30 min-1 hour	No	No	Yes
T-38	Yes	No	Yes**	Yes	Fairchild	30 min-1 hour	No	No	Yes
T-43	Yes	No	Yes**	No	Off Base*	1-2 hours	No	No	No
T-6	No	No	Yes**	Unknown	Fairchild	30 min-1 hour	No	No	Unknown
T-67	No	No	Yes**	Unknown	Off Base*	1-2 hours	No	No	Unknown
UH-1N	No	Yes	Yes	Yes	Fairchild	30 min-1 hour	No	No	No
YAK-55	No	No	Yes**	Yes	Fairchild	30 min-1 hour	No	No	Yes

* Cranes contracted through local companies

** Transient Alert provides tow bars/adapters

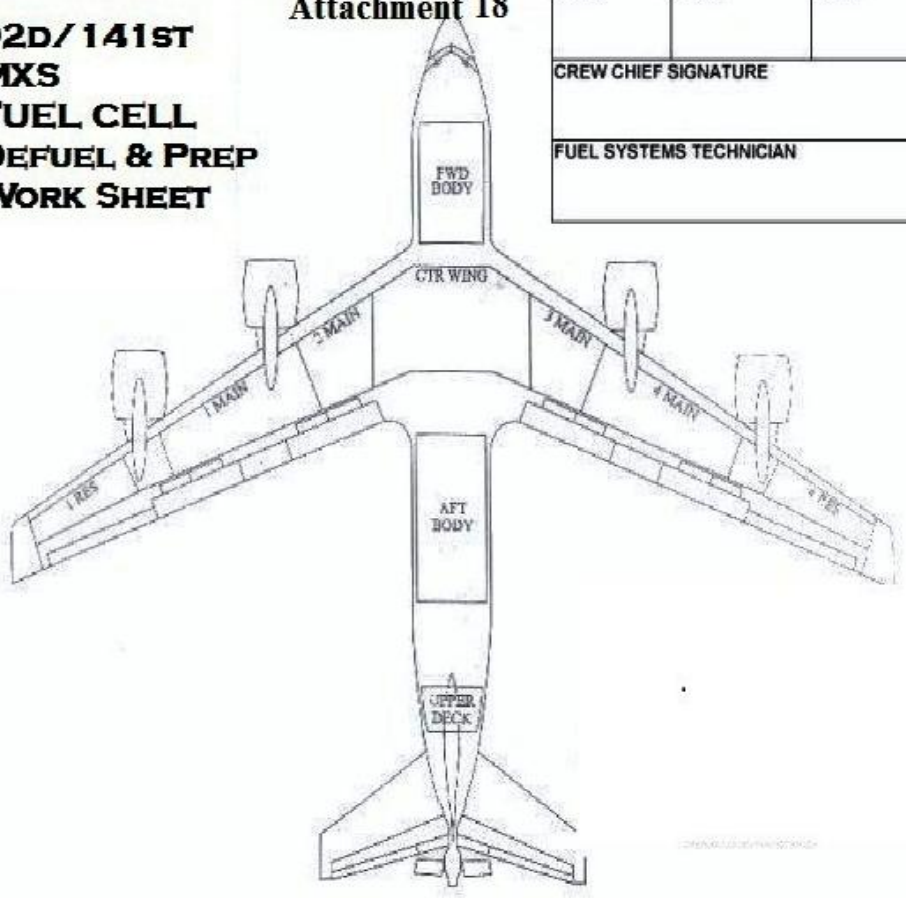
Attachment 34 (Added)

92D/141ST MXS FUEL CELL DEFUEL & PREP WORK SHEET

Attachment 18

92D/141ST MXS FUEL CELL DEFUEL & PREP WORK SHEET

TAIL #	JOB #	DATE
CREW CHIEF SIGNATURE		
FUEL SYSTEMS TECHNICIAN		



	Defuel	Discrepancy		Defuel	Discrepancy
1 RESERVE			3 MAIN		
1 MAIN			4 MAIN		
2 MAIN			4 RESERVE		
CTR WING			AFT BODY		
FWD BODY			UPPER DECK		

NOTES/ADDITIONAL PREPS

Attachment 35 (Added)

ADVERSE WEATHER PROCEDURES

A35.1. The Wing Commander will be responsible for the direction of aircraft evacuation as required. Squadron commanders are responsible for the removal of all snow and ice from assigned facilities. OI 21-26, 2

A35.1.1. High Winds. OI 21-26, 4

A35.1.1.1. When wind speeds/gusts are expected to exceed 20 knots and maintenance is not being performed, production supervisors will ensure all radomes, panels, and engine cowlings are closed and secured and high-profile equipment is secured in hangars. When maintenance is being performed, radomes, panels, and engine cowls may remain open, but will be closed upon completion of the task. Safety of personnel and aircraft is paramount. Also, all Aerospace Ground Equipment (AGE) will be checked and parking brake/wheel locks set. Production supervisors will keep the MOC informed of the progress in securing their aircraft/areas.

A35.1.2. When winds/gusts are expected to exceed 35knots,production supervisors will ensure all aircraft flaps are in the full up position, aircraft doors (including cargo door) and windows are closed, outside fuel systems maintenance is suspended and the use of deicers is prohibited. Unattended AGE on the flight line will be removed or secured. The AGE Flight will ensure all maintenance stands (B-4, B-5, etc) are placed in a hangar as directed by Maintenance Squadron supervision. Production Supervisor will ensure aircraft subjected to 35 knot winds from an aft direction are inspected IAW 1C-135-6, and aircraft exposed to 35 knot winds while control locks or securing devices installed will be inspected immediately. Aircraft scheduled to fly may be opened up 3 hours prior to launch for crew show preparation procedures.

A35.1.2.1. Hangar doors on buildings 1029, 1033, and 1037 will not be operated during sustained winds of 35 knots and higher without approval and support from Civil Engineering (CE).

A35.1.3. When winds/gusts are expected to exceed 65 knots, production supervisors will position the aircraft to head into the wind when possible and the MOC will coordinate taxi crews as needed. All aircraft will be configured with the nose landing gear aligned with the fuselage and the leading edge of the stabilizers at zero. Aircraft in temporary docks or nose docks will be towed clear when possible. The flight *line* will be purged of all non-essential equipment. Essential equipment will be positioned to reduce the possibility of damage or movement.

A35.1.4. Aircraft will not be jacked unless fully inside a hangar when winds are expected to exceed 20 knots, including nose and main gear axle jacks. Aircraft already on jacks do not need to be down jacked unless winds are expected to exceed 40 knots.

A35.2. Extreme Cold OI 21-26, 4.3

A35.2.1. When temperatures reach -10F or colder (including wind chill factor), supervisors will ensure personnel have proper clothing and are briefed on frostbite symptoms.

A35.2.2. When temperatures reach –25F (including wind chill factor), supervisors will ensure all personnel are informed of and implement the buddy system (two or more individuals working as teams and watching for frostbite symptoms in each other).

A35.2.3. When temperatures reach –45F (including wind chill factor), the MOC will advise that only mission-essential maintenance be performed when coordinated and authorized by squadron commanders and approved by the MXG/CC. Personnel will be limited to 15-minute exposure times with a 45-minute warm-up time.

A35.2.4. When temperatures reach –65F (including wind chill factor), only mission-essential maintenance will be performed as directed by the MXG/CC. Personnel will be limited to 5-minute exposure time and a 55-minute warm-up time.

A35.3. Snow and Ice. OI 21-26, 4.4-5.5.5

A35.3.1. STABILicers and Yaktrax are authorized for wear on packed snow and ice in work areas, parking lots, walkways and other outdoor areas. They are issued personal protective equipment and need to be marked IAW AFI 21-101 AMC Sup 1. Prior to use personal traction devices will be inspected for proper marking, torn rubber, worn or missing coils or cleats. Unserviceable personal traction devices will be condemned and turned in for replacement. Personal traction devices are not to be worn in or on aircraft. Do not wear personal traction devices on cleared gravel, concrete or asphalt.

A35.3.2. When an accumulation of two or more inches of snow is anticipated, production supervisors will ensure all non-essential equipment is removed from areas to be plowed and will have the option to hangar aircraft.

A35.3.3. The MOC will provide the aircraft schedule and snow and ice removal priorities to the Civil Engineer Squadron (CES) Snow Control dispatcher preferably during the mid-shift.

A35.3.4. Chemical deicing agents not authorized for use on runways must not be used on any roadways within 90 meters (300 feet) of runways, taxiways or parking aprons to prevent tracking these agents onto aircraft surfaces.

A35.3.5. Personnel who are TDY, on leave or otherwise absent from the base will park in a spot where they do not inhibit snow removal actions by plows/etc. (Example: the far southwestern corner of the parking lot for Bldg. 2050, or a designated long-term parking area). A POC for their POV will be left with the squadron UDM their supervisor; this POC should be added to the TDY out processing checklist in case the vehicle must be moved for snow and ice control procedures.

Attachment 36 (Added)

FAIRCHILDAFB JACKING PROCEDURES

A36.1. AMXS Production Superintendent or Expediter will; coordinate with MXS Production Superintendent when a potential jacking situation exists, ensuring a 50-90K balanced fuel load prior to towing. Additionally AMXS will provide qualified personnel when available for the jacking or retraction operations when requested by the MXS Production Superintendent.

A36.2. MXS Production Superintendent will; ensure Aero Repair (A/R) verifies correct gross weight and center of gravity (CG) on the aircraft prior to it being towed to the jacking site and ensure the Maintenance Operations Center (MOC) is notified when the aircraft is on jacks and when the aircraft is off jacks.

A36.2. 1Jacking Supervisor will coordinate with QA for weight and balance questions regarding non-standard configurations.

A36.3. MXG/CC or designated representative will make the final decision to jack an aircraft at locations other than approved jacking locations, or with any non-standard condition.

A36.4. Approved Jacking Locations; Approved for jacking entire aircraft and jacking the nose with jack-point A and D: Hangars 1-4 (Building 2050), 1003, 1007, 1011, 1015, 1019, 1037, Stub 6, Stubs 38-40, and Stubs 48-49.

Attachment 37 (Added)

92D/141ST HIGH SPEED TAXI CHECKLIST

92d/141st HIGH SPEED TAXI CHECKLIST		
Purpose: **High Speed Taxi (HST) Checks.** High speed taxi checks may be utilized IAW TO 1-1-300 instead of FCFs with MXG/CC and OG/CC authorization, high speed taxi checks may be utilized when a maintenance ground operational check requires aircraft movement at higher than normal taxi speeds (with qualified FCF aircrews) to operationally check completed maintenance. Process aircraft forms through QA using FCF procedures. To minimize brake and tire wear, configure aircraft with the minimum Dash-1 operational fuel requirements. Ensure aircraft is prepared for flight and the Exceptional/Conditional release is signed off.		
Aircraft Serial Number:	**Scheduled Date/Time of HST:**	**Name of P S&D Requester, Date and Time:**
Purpose for HST:		
Discrepancy Background/History:		
Aircraft Fuel Load/Configuration: Scheduled - On Aircraft - Conf -		**Name of Pro Super Verified By, Date and Time:**
Aircraft Weight and Balance: Weight - Moment -		**Name of W&BPM Verified By, Date and Time:**
Qualified Aircrew Names: Aircraft Commander - CoPilot Boom Operator -		**Name of OG/OGV Verified By, Date and Time:**
HST System Checks Required, Warnings and Cautions:		
Aircraft Exceptional Release/Conditional Released By:		**QA Representative Briefer:**
QA Representative/Debriefer:		**Passed High Speed Taxi Check:** YES NO